

REMARKS

This Preliminary Amendment cancels without prejudice original claims 1-8 in the underlying PCT Application No. PCT/EP2004/053020 and adds new claims 9-17. The new claims conform to U.S. Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.125(b), the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments reflected in the Substitute Specification (including Abstract) are to conform the Specification and Abstract to U.S. Patent and Trademark Office rules or to correct informalities. As required by 37 C.F.R. § 1.121(b)(3)(ii) and § 1.125(c), a Marked Up Version Of The Substitute Specification comparing the Specification of record and the Substitute Specification also accompanies this Preliminary Amendment. Approval and entry of the Substitute Specification (including Abstract) are respectfully requested.

The underlying PCT Application No. PCT/EP2004/053020 includes an International Search Report, dated April 4, 2005. The Search Report includes a list of documents that were uncovered in the underlying PCT Application.

Applicant asserts that the subject matter of the present application is new, non-obvious, and useful. Prompt consideration and allowance of the application are respectfully requested.

Respectfully Submitted,

KENYON & KENYON LLP

 (P. No. 36,197)

Dated: 8/18, 2006

By: JONG LEE for Gerard Messina

Gerard A. Messina

(Reg. No. 35,952)

One Broadway, NY, NY 10004

(212) 425-7200

CUSTOMER NO. 26646

HIGH-PRESSURE SENSOR FOR PRESSURE-INDEPENDENT TEMPERATURE
MEASUREMENT

Technical Area Field of the Invention

- 5 The present invention relates to pressure-independent temperature determination using a diaphragm.

Background Information

In addition to piezoelectric quartz crystals, sensor chips are being used today as combustion chamber pressure sensors. When used
10 to detect the pressure prevailing in the combustion chamber of an internal combustion engine, the silicon chip ~~must~~ should not be exposed directly to the high temperatures prevailing there, which are on the order of approximately 600°C. This is accomplished with the help of a metallic separating diaphragm and a welded ram of
15 a sufficient length. By micromechanical application of a tiny platform at the center of the diaphragm, the sensor becomes a force sensor.

Background Information

A combustion chamber pressure sensor designed as a sensor chip is
20 known from the *Bosch Automotive Engineering Manual* (chief editor Horst Bauer, 23rd updated and expanded edition), Braunschweig, Wiesbaden, Vieweg 1999, ISBN 3-528-03876-4, pages ~~110/111~~ 110-111. To prevent the silicon chip from being directly exposed to the high temperatures of ~~max-~~ maximum 600°C, a metallic separating
25 diaphragm and a welded ram having a length of a few millimeters are provided. Compressive forces applied by the front diaphragm are introduced into the sensor chip via the ram and through the platform with little additional distortion. In the retracted

installed position, the sensor chip is only exposed to operating temperatures below 150°C.

The semiconductor pressure sensor illustration on page 110 of *Bosch Automotive Engineering Manual*, bottom of the right-hand column, shows a bridge circuit which receives a power supply voltage U_0 . The bridge circuit includes shunt resistors R_1 which are stretched under stress and shunt resistors R_2 which are compressed under mechanical stress on a silicon substrate to which they are applied.

Whether applied to a steel diaphragm or a silicon diaphragm, piezoresistive high-pressure sensors ~~designed in this way~~ configured in the above-described manner and based on an elongation measurement principle are used in numerous systems in the automotive field, including direct gasoline injection, high-pressure storage injection (common rail), driving dynamics regulations and electrohydraulic brakes. Future contemplated use of piezoresistive high-pressure sensors will may be in cylinder-selective pressure measurement in the combustion chamber of an internal combustion engine.

For the pressure measurement, multiple resistors are provided on a suitably dimensioned steel diaphragm and are connected in the form of a Wheatstone bridge. By elongation and/or compression of the resistors, the Wheatstone bridge is tuned, yielding an electric signal proportional to the acting pressure. In addition to the desired pressure dependence of the bridge signal, however, the bridge signal has a temperature dependence which must be compensated due to the high accuracy requirements. In ~~previous embodiments~~ known configurations, this is accomplished either by compensation resistors applied to the steel diaphragm or by temperature measurement in the area of the electronic analyzer, subsequently taking into account the output signal calculation.

~~Advantages of the Invention~~ Summary

According to the ~~approach proposed by the~~ present invention, through suitable dimensioning of the diaphragm geometry and appropriate positioning of strain gauges (DMS) on the diaphragm, the bridge circuit is influenced in such a way that the total
5 resistance of the measurement bridge is independent of the deflection of the diaphragm and thus the total resistance depends only on the temperature of the diaphragm. Therefore, regardless of the pressure to be measured, the temperature of the diaphragm may be determined using the measurement bridge, ~~i.e.~~ e.g., the
10 measurement bridge designed as a Wheatstone bridge, and this temperature may be used for compensation purposes. Therefore, a pressure-independent temperature measurement of the diaphragm is possible using the measurement bridge functioning as a sensor element without requiring additional compensation-measuring or
15 temperature-measuring resistors to be applied to the metal diaphragm.

In an advantageous manner, no additional area of the metal diaphragm is required by compensation-measuring or temperature-measuring resistors and their electrical connection
20 points due to the ~~approach proposed~~ due to the configuration according to the present invention. Therefore, a higher degree of miniaturization is achievable, which is of considerable importance given the space ~~situation~~ constraint in the cylinder head area of today's internal combustion engines, where pressure sensors are
25 used. Miniaturization of sensor elements also offers advantages with regard to manufacturing costs. The miniaturized combustion chamber pressure sensors greatly increase the possible applications of such sensor elements in internal combustion engines.

30 Furthermore, additional electric contact points are eliminated by the ~~approach proposed by~~ configuration of the present invention, thereby greatly simplifying the manufacturing process, as well as making it possible to avoid potential failure points, e.g., due

: :

to contact breakage. In combustion chamber pressure sensors, the electronic analyzer is located at a great distance from the actual pressure measurement point, where peak temperatures of up to 600°C may occur, because of the maximum allowed temperature of

5 approximately 140°C. Thus, with the pressure sensors used in the past, a temperature measurement in the area of the electronic analyzer would yield a signal far too inaccurate for temperature compensation of the Wheatstone measurement bridge. The measurement accuracy of the combustion chamber pressure sensor may be greatly
10 improved by measuring and analyzing the pressure-independent bridge resistance as ~~proposed by the present invention~~ provided in the present invention.

Drawing Brief Description of the Drawings

~~The present invention is described in greater detail below on the~~
15 ~~basis of the drawing.~~

Figures 1a, 1b, 1c, and 1d show conventional embodiments of strain gauges (DMS) provided on a metal diaphragm, .

Figure 2 shows a metal diaphragm according to the present invention having strain gauges applied thereto in
20 the deflected state. and

Figure 3 shows a cross section of the diaphragm material having elongation and compression maximums.

~~Variants of Embodiments~~ Detailed Description

The bridge circuits on a steel diaphragm as shown in ~~the figure~~
25 ~~sequence Figs. 1a, 1b, 1c and 1d~~ represent the ~~current-related art~~ conventional configurations.

A bridge circuit 5, which may be designed as a Wheatstone bridge circuit, is applied to a metal diaphragm 1. Bridge circuit 5 includes multiple resistors R_1 , R_2 , R_3 and R_4 , characterized by

reference numerals 6, 7, 8 and 9. Metal diaphragm 1 ~~is preferably~~
may be a steel diaphragm, the center of which is labeled as 2,
~~designed in~~ and having a radius r . The peripheral areas, i.e., the
5 are each indicated by reference numeral 3. The edge of metal
diaphragm 1 is labeled with reference numeral 4.

Resistors R_1 , R_2 , R_3 and R_4 connected in bridge circuit 5 are
~~preferably~~ may be strain gauges. Bridge circuit 5 is connected to
a power supply voltage U_0 . Measurement voltage U_A is tapped between
10 resistors R_1 and R_4 , or between R_2 and R_3 .

Resistors R_1 , R_2 , R_3 and R_4 provided on metal diaphragm 1 are
positioned so that they experience an elongation or compression
when a pressure acts on metal diaphragm 1. The bridge circuit is
tuned in this way, yielding a voltage signal U_A , which is
15 proportional to the pressure acting on metal diaphragm 1, the
voltage signal being sent to an analyzer circuit. This signal U_A
depends not only on pressure but also on temperature. Pressure
dependence is desired but the temperature dependence of thus
obtained signal U_A necessitates the use of compensation resistors
20 RT_1 , RT_2 to meet the high accuracy requirements for use as a
combustion chamber pressure sensor. With the ~~approach~~
configuration illustrated in Figure 1, additional compensation
resistors RT_1 , RT_2 are applied to metal diaphragm 1 to compensate
for the temperature dependence of measurement signal U_A . However,
25 these compensation resistors RT_1 , RT_2 influence only the
temperature dependence of the sensitivity ~~but~~, and the zero point
remains uncompensated. Another possibility for eliminating the
temperature dependence which influences signal accuracy is to
measure the temperature in the area of the electronic analyzer and
30 to correct output signal U_A by the temperature influence, thereby
improving the accuracy of measurement signal U_A . However, when used
as a combustion chamber pressure sensor, the electronic analyzer
is located at a great distance from the actual pressure measurement

: :

point, where peak temperatures of 600°C occur, because of ~~its~~ the
analyzer's temperature ~~limitation~~ ceiling of approximately 140°C.

The signal obtained by temperature measurement in the area of the
electronic analyzer is therefore far too inaccurate for

5 temperature compensation of the bridge circuit, due to the
temperature limitation on the electronic analyzer. In the variants
depicted in Figures 1a, 1b, 1c and 1d, compensation resistors RT_1 ,
 RT_2 which are additionally used ~~(optionally)~~ require an increased
amount of space on the metal diaphragm, while also necessitating
10 an additional contacting pad.

~~The diagram according to~~ Figure 2 shows the configuration of a
bridge circuit ~~proposed~~ according to the present invention,
applied to a metal diaphragm.

Metal diaphragm 1 shown in Figure 2 is ~~preferably~~ a steel diaphragm
15 including a center 2 and peripheral areas 3 extending radially.
Metal diaphragm 1 is bordered by edge 4 and is provided with bridge
circuit 5 which is designed according to the embodiment known from
the related art, as depicted in Figure 1. Bridge circuit 5 is also
designed as a Wheatstone bridge and includes four interconnected
20 resistors R_1 , R_2 , R_3 and R_4 , identified by reference numerals 6, 7,
8 and 9. Bridge circuit 5 is supplied with power by a power supply
voltage U_0 ; the voltage tap for the resulting measurement signal,
i.e., measurement voltage U_A , takes place between resistors R_1 and
 R_4 on the one hand, and between resistors R_2 and R_3 on the other
25 hand.

Resistors R_1 , R_2 , R_3 and R_4 shown in Fig. 2 are ~~preferably designed~~
~~as~~ strain gauges. The positions where resistors R_1 , R_2 , R_3 and R_4
are applied to the metal diaphragm 1 may be determined with the
help of the finite element method (FEM). After creating a geometric
30 model of metal diaphragm 1 and defining suitable boundary
conditions, the finite element method yields as the result the
elongation topology of metal diaphragm 1 under compressive stress.

In addition to other optimization parameters, the boundary conditions under which the finite element method is used also take into account the fact that the radial elongation of metal diaphragm 1 is equal in absolute value to the compression ($\epsilon_{\text{compress}}$) of metal diaphragm 1. In addition, the nominal pressure acting upon metal diaphragm 1 may also be taken into account as a modulation parameter. As geometric boundary conditions, the diameter of metal diaphragm 1 and the diaphragm thickness are taken into account. The diaphragm thickness may also vary in the radial direction, which may be taken into account as an influencing parameter in the finite element method. In addition, the diaphragm height of metal diaphragm 1, and the material properties of the ~~material of which~~ metal diaphragm 1 ~~is made~~ may also be taken into account. In addition to designing the diaphragm as metal diaphragm 1, it may also be made of a ceramic material.

Areas in which both the elongation maximums and the compression maximums occur when pressure is acting on metal diaphragm 1 arise from the elongation topology of metal diaphragm 1. Maximum elongation 12 typically occurs at center 2 of metal diaphragm 1 because it is at the greatest distance from the clamping point, i.e., edge 4 of metal diaphragm 1, and consequently may be deflected to the greatest extent by the pressure acting on metal diaphragm 1. Compression maximums 13 are usually located in peripheral area 3 of metal diaphragm 1, i.e., they are usually in the area of edge 4 of metal diaphragm 1, which ~~is preferably designed as~~ may be a steel diaphragm. The boundary conditions of FEM simulation are advantageously selected so that, following geometric optimization, maximum elongation 12 occurring at center 2 of metal diaphragm 1 corresponds in absolute value to the absolute values of compression maximums 13 in peripheral area 3 of metal diaphragm 1. The positions of four resistors R_1 , R_2 , R_3 and R_4 may be selected on the basis of the elongation topology determined by the geometric model and optimized by suitable shaping of metal diaphragm 1 so that the

absolute values of elongations Δl correspond to those of compressions $-\Delta l$.

In these positions, which are determined by determination of the elongation topology of metal diaphragm 1, four resistors R_1 , R_2 , R_3 and R_4 designed as strain gauges are situated on metal diaphragm 1. When the four resistors of bridge circuit 5 are provided on metal diaphragm 1 in the positions shown in Figure 2, the change in resistance under compressive stress on all four resistors R_1 , R_2 , R_3 and R_4 is identical in terms of absolute value. The diagram in Figure 2 shows that both resistors R_1 and R_3 identified by reference numerals 6 and 8, respectively, are situated in the area of metal diaphragm 1 near the center, forming a pair of resistors 10 near the center. The two resistors are stretched from their original length to a length $l + \Delta l$ because of the elongations prevailing in the area of center 2 of the pressure action on metal diaphragm 1. ~~Stretching Δl (i.e., the elongation)~~ Elongation Δl of two resistors R_1 and R_3 designed as strain gauges is identical. Instead of the orientation of two resistors R_1 and R_2 as shown in Figure 2, they may be situated parallel to the horizontal axis or parallel to the vertical axis of metal diaphragm 1. However, the positions of a peripheral resistor pair 11 are located in periphery 3 of metal diaphragm 1 and in the areas where compression maximums 13 occur. When pressure acts on metal diaphragm 1 from one side, resistor pair 10 near the center is under elongation stress, i.e., is stretched by amount Δl .

Peripheral resistor pair 11 is compressed by distance $-\Delta l$, as indicated by the dotted line representing two resistors R_2 and/or R_4 . Compression $l - \Delta l$ indicates the length by which two resistors R_1 and/or R_4 which are in the compression area of metal diaphragm 1 are compressed by pressure acting on metal diaphragm 1. The stretching of two resistors R_1 and R_3 situated near the center, forming resistor pair 10 near the center, is represented by $l + \Delta l$ and is also indicated by dashed lines. Due to the arrangement

of resistor pair 10 near the center and peripheral resistor pair 11, absolute value Δl of $-\Delta l$ of compressed resistors R_2 and R_4 is identical to length Δl of resistor pair 10 situated near the center. ~~Because of this fact~~ Accordingly, tensile elongations Δl of two
5 resistors R_1 and R_3 near the center correspond to compressions $-\Delta l$ of resistors R_2 and R_4 which are situated farther to the outside in periphery 3 of metal diaphragm 1 and are under compressive stress. In this case, the total resistance of bridge circuit 5 depends only on the temperature and is thus independent of the applied pressure
10 which is to be determined by the deflection of metal diaphragm 1. Thus the temperature of bridge circuit 5 may be determined by measuring total resistance R_{TOT} and may then be used for compensating the temperature influence.

The arrangement of resistors R_1 , R_2 , R_3 and R_4 illustrated in Figure
15 ~~2 on the basis of an example~~ results in the total resistance of bridge circuit 5 becoming independent of the deflection of metal diaphragm 1 and thus depends only on the temperature of metal diaphragm 1. Therefore, regardless of the pressure to be measured, the temperature of metal diaphragm 1 may be determined using bridge
20 circuit 5 and used for compensation purposes. This ensures that the temperature to which bridge circuit 5 is exposed is the true temperature by whose influence resulting measurement signal U_A of bridge circuit 5 is to be compensated. Measurement inaccuracies due to temperature compensation in the area of the electronic
25 analyzer, ~~which~~ that is situated at a great distance from metal diaphragm 1 for reasons of thermal stress, may be eliminated directly by the temperature compensation ~~proposed by~~ according to the present invention ~~by the design~~, i.e., the positioning, of resistors R_1 , R_2 , R_3 and R_4 of bridge circuit 5. Thus the approach
30 ~~proposed by~~, the present invention makes it possible to achieve a significantly more accurate pressure-independent temperature determination of metal diaphragm 1. In contrast ~~with~~ to the approach known from the related art configurations, additional

compensation-measuring or temperature-measuring resistors may be omitted due to the ~~use of the approach proposed by~~ configuration of the present invention. Furthermore, the combustion chamber area required to apply the compensation-measuring or

5 temperature-measuring resistors is eliminated so that the electric connection points for the compensation-measuring and temperature-measuring resistors may also be omitted. Thus, on the whole, metal diaphragm 1 may be ~~designed to be~~ much smaller because much less area is needed. The elimination of the electric
10 contacting points of the additional compensation-measuring or temperature-measuring resistors ~~known from the approaches~~ required in the related art conventional arrangement prevents weaknesses that would be potential failure points.

~~The diagram in Figure 3 is~~ shows a cross section of the diaphragm
15 material showing the position of the elongation maximums and compression maximums.

Metal diaphragm 1 shown partially in cross section in Figure 3 is symmetrical to axis of symmetry 14. The diaphragm material may be a metallic material or a ceramic material. When pressure acts on
20 metal diaphragm 1, it assumes the form illustrated in Figure 3. Metal diaphragm 1 is elongated in the area of center 2 and is compressed at periphery 3. The position of resistor 10 near the center is indicated by reference numeral 16 in Figure 3, while the position of resistor pair 5 at a distance from the center, situated
25 in periphery 3 of metal diaphragm 1, is indicated by reference numeral 17. Owing to the geometric deformation of diaphragm material 15, center 2 undergoes elongation in the radial direction. Radial elongation $\epsilon\epsilon_{r,elong}$ which occurs at center 2 of metal diaphragm 1 corresponds in terms of absolute value to radial
30 compression $\epsilon\epsilon_{r,compress}$ in the area of periphery 3 of metal diaphragm 1. The elongation in the radial direction in radial elongation area 18 corresponds in absolute value to radial compression $\epsilon\epsilon_{r,compress}$,

indicated by reference numeral 19 in peripheral area 3 of metal diaphragm 1.

~~List of reference numerals~~

- ~~1 — Metal diaphragm~~
- ~~2 — Center~~
- 5 ~~3 — Periphery~~
- ~~4 — Edge~~
- ~~U_0 — Power supply voltage~~
- ~~U_A — Output voltage U_0~~
- ~~5 — Bridge circuit~~
- 10 ~~6 — First resistor (R_1)~~
- ~~7 — Second resistor (R_2)~~
- ~~8 — Third resistor (R_3)~~
- ~~9 — Fourth resistor (R_4)~~
- ~~RT_1 — First temperature compensation resistor~~
- 15 ~~RT_2 — Second temperature compensation resistor~~
- ~~10 — Pair of resistors (R_1, R_3) near the center~~
- ~~11 — Peripheral resistor pair (R_2, R_4)~~
- ~~Δl — Elongation of resistors near the center~~
- ~~$-\Delta l$ — Compression of peripheral resistors~~
- 20 ~~$|\Delta l|$ — Absolute value of elongation/compression~~
- ~~12 — Elongation maximum~~
- ~~13 — Compression maximum~~
- ~~14 — Axis of symmetry~~
- ~~15 — Diaphragm material~~
- 25 ~~E_x — Radial elongation~~
- ~~16 — Position of resistor pair near the center~~
- ~~17 — Position of resistor peripheral from the center~~
- ~~18 — Radial elongation area $\epsilon_{x, \text{elong}}$~~
- ~~19 — Radial compression area $\epsilon_{x, \text{compress}}$~~

~~Abstract~~

Abstract

A method for pressure-independent temperature determination using a metal diaphragm (1) is ~~described~~ provided. A bridge circuit (5) having multiple resistors (6, 7, 8, 9) is provided on this diaphragm. One pair (10) of resistors (6, 7, 8, 9) is near the center of the diaphragm and another pair (11) of resistors (6, 7, 8, 9) is situated at a distance from the center. The resistors (6, 7, 8, 9) are provided on the metal diaphragm in such a way that the tensile elongation (A1) of the pair (10) of resistors (6, 7, 8, 9) near the center corresponds in absolute value to compressions -A1 of the pair (11) of resistors (6, 7, 8, 9) far from the center.

~~(Figure 2)~~